LOCAL NOTICE TO MARINERS

U.S. Department of Transportation United States Coast Guard

MONTHLY EDITION – MARCH 2000

~Navigation Information Service (NIS)~
Watchstander, 24 hours a day at (703) 313-5900
~Navcen Internet Address~
"http://www.navcen uscg.mil" or *"ftp://ftp.navcen.uscg.mil"*
~Local Notice to Mariners~
"http://www.navcen.uscg.mil/lnm"

Issued by: Commander (mon)
Seventeenth Coast Guard District
PO Box 25517
Juneau, AK 99802-5517

Telephone: *(907) 463-2269 (0800-1600)*
After Hours: *(907) 463-2004 (1600-0800)*
Facsimile: *(907) 463-2273*
E-mail: *"lnm@cgalaska.uscg.mil"*

Questions, comments or additional information on this Local Notice to Mariners or the Local Notice to Mariners mailing list (additions, deletions, corrections) should be sent to the address above or by e-mail to: ***"lnm@cgalaska.uscg.mil".*** For faster service, you can get the U.S. Coast Guard 17th District's Local Notice to Mariners via the Internet directly from the U.S. Coast Guard Navigation Center web site at ***"http://www.navcen.uscg.mil/lnm"*** or to get on our electronic mailing list and receive a *Microsoft Word* copy of the Local Notice to Mariners, send requests to the standard mail address above or by e-mail.

REFERENCES: Light List, Vol. VI, Pacific Coast and Pacific Islands, 1999 Edition (COMDTPUB P16502.6).
U.S. Coast Pilot 8, Pacific Coast Alaska: Dixon Entrance to Cape Spencer, 23rd Edition.
U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 19th Edition.

BROADCAST NOTICE TO MARINERS
Navigation information previously promulgated by Broadcast Notice to Mariners 369/99 through 058/00 and still in effect is included in this notice.

USE OF THE LOCAL NOTICE TO MARINERS
The Weekly Supplemental editions contain new information available subsequent to the issue of the Monthly edition. To ensure having complete information concerning the waterways of the Seventeenth Coast Guard District, consult previous Monthly edition's dated for the first Tuesday of each month.

I SPECIAL NOTICES

DGPS User Discrepancy Report:

A. Date:
B. Reporting source:
C. Reporting source phone number (day/night):
D. Reporting source position (Lat/Long/general geographic location):
E. Date/time of event:
F. Duration of the occurrence:
G. Reporting source activity:
H. Weather conditions:
I. Bearing and range of electrical storm:
J. DGPS broadcast site in use:
K. Type of DGPS receiver used:
L. Problem DGPS receiver indicated:
M. Other receiver indications:
N. DGPS beacon signal strength observed:
O. DGPS beacon signal to noise ratio observed:
P. User DGPS receiver operates correctly with other DGPS sites: Y/N
Q. Does receiver function properly in GPS mode of operation: Y/N
R. Comments:

This information can be sent in the following ways:

Via mail to: Commanding Officer / NIS
7323 Telegraph Rd.
Alexandria, VA 22315-3998

Via message to: COGARD NAVCEN ALEXANDRIA VA/NIS
Via fax to: (703) 313-5920
Via internet e-mail to: *nisws@smtp.navcen.uscg.mil*
Or by calling the NIS watchstander at *(703) 313-5900*

LATEST EDITIONS OF NAUTICAL CHARTS AND MISCELLANEOUS MAPS
The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated January 1, 2000, published by the National Ocean Service, is available for issue. It may be obtained free from the Distribution Division, N/ACC3, National Ocean Service, 6501 Lafayette Avenue, Riverdale, MD, 20737-1199. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and prices of each.

REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

I SPECIAL NOTICES (Cont)

AVAILABILITY OF A NATIONAL OCEAN SERVICE CRITICAL CHART CORRECTIONS WEB SITE
The Office of Coast Survey, National Ocean Service (NOS), NOAA, announces a new Internet service to the marine public at the following web site: http://chartmaker.ncd.noaa.gov

This service provides advance notification of critical chart corrections identified by NOS cartographers during nautical chart updating activities. Critical chart corrections are either recently identified hazards to navigation or are information regarded by NOS as essential for safe navigation, e.g. channel conditions, bridge and cable clearances, regulatory changes. Critical chart corrections posted on this web site are forwarded to the United States Coast Guard (USCG) and the National Imagery and Mapping Agency (NIMA) for inclusion in their Local Notice To Mariners (LNM) and Notice To Mariners (NM) respectively. Additionally, updates to the United States Coast Pilot, Volumes 1-9, are posted on this web site.

This web site must not be viewed as a substitute for either the USCG LNM or the NIMA NM. Aid to navigation changes and other important information published in USCG and NIMA notices are not available on this web site.

BRIDGE TO BRIDGE RADIOTELEPHONE LISTENING WATCH
VHF radio equipment used to meet the U.S. Bridge-to-Bridge Radiotelephone Act requirement for maintaining a listening watch on the vessel bridge-to-bridge navigation channel 13 (channel 67 in lower Mississippi River), must be capable of a continuous, uninterrupted watch. Any radio equipment capable of disrupting the channel 13/67 watch by a distress call on channel 16 or a distress call on the Global Maritime Distress & Safety System digital selective calling channel 70, should either not be used or have that disruption feature disabled.

ALASKA – MEDIUM FREQUENCY DIGITAL SELECTIVE CALLING
Medium Frequency (MF) Digital Selective Calling (DSC) operations at Coast Guard Group Astoria OR are temporarily discontinued while undergoing system upgrades. The following stations will continue to test MF DSC operations during this period: Honolulu HI (NMO), Kodiak AK (NOJ), Pt Reyes CA (NMC). Questions can be directed to LT Charles Pugh at (202) 267-6598.

ALASKA – COOK INLET – NORTHERN PART – BATHYMETRIC SURVEY OPERATION
Racal Pelagos Inc. will be conducting bathymetric surveys in upper Cook Inlet. The operation will commence on 27 April 1999 and will continue to the year 2000. During the operation the R/V Davidson will be anchored between the navigation fairways in approximate position 61°05.5'N 150°34.0'W to support the survey crews. The R/V Davidson will be monitoring Marine bands channel 13 and 16 VHF-FM.

ALASKA – PACIFIC OCEAN - HIGH SEAS DRIFTNET (HSDN) ACTIVITY
In 1991 the United Nations passed resolution 46/215 prohibiting the use of large scale driftnets on the high seas, world wide. The U.S. Congress subsequently passed the High Seas Driftnet Enforcement Act, establishing prohibitions and sanctions against the use of driftnets. HSDN and vessel characteristics: HSDN vessels characteristics are similar to foreign squid vessels and long liners with a working deck forward of the superstructure amidships. The most distinguishing characteristic of a HSDN vessel is the large tube running from the working deck amidships to the net bin aft. HSDN vessels are typically 30 to 40 meters (100 to 150 feet) in length. HSDN vessels typically operate seaward of the U.S. 200 NM Exclusive Economic Zone.
Other characteristics include extra bags of net piled about the decks, net marker buoys on the open side of the working deck. When identifying HSDN vessels please note if there is a flag flying and any name or numbers on the hull. Driftnets in the water will have white and yellow floats and a large round buoy marking both ends. Nets in excess of 2.5 km (1.5 miles) are illegal. Pictures identifying HSDN vessels characteristics can be provided upon request at (510) 437-3700 or Telex 172343. Public information on HSDN vessels and activity will greatly assist the U.S. Coast Guard's efforts to enforce the United Nations moratorium against HSDN fishing.

ALASKA – RESURRECTION BAY – SUBSURFACE OCEANOGRAPHIC INSTRUMENTATION MOORING – FISHING GEAR HAZARD
As of March 20, 1998 a subsurface oceanographic instrument mooring has been permanently deployed in Resurrection Bay in position: 59°51'06.5"N 149°29'54.0"W. This mooring extends to within 50 feet of the surface and will foul fishing gear. The mooring measures ocean temperatures and salinities to support fisheries research and to monitor changes in the ocean environment. It is recommended that vessels engaged in fishing stay 1/4 mile away from the moorings position. For more information contact: Tom Smith or A. J. Paul at the University of Alaska, Seward Marine Station: (907) 224-5261.
(*See Enclosure # 1 in LNM 19/98*)

ALASKA – YAKUTAT – PILOTING ENDORSMENT FOR MONTE BAY
The requirements for a First Class Pilots license for Monte Bay in Yakutat has been updated. For information on the requirements please contact LT Achenbach at (907)463-2455, or Petty Office Gross at (907)463-2458.

SAFETY ALERT –IMMERSION SUIT WARNING
Mariners with immersion suits that have inflatable bladders that are laminated to the back of their suits should be watchful for a potential problem w/bladder delamination. We recommend you examine your immersion suits. If you note this particular type of delamination on your suit. You should contact your nearest immersion suit service center or contact MSOJUNEAU 907-463-2448 for adtl. info.

ALASKA – COOK INLET - CAUTION
Significant changes in sea level have been observed in Cook Inlet. Actual depths may be shallower than charted. Differences of up to 1/4 fathom can be expected. Mariners are urged to exercise caution when navigating in this area. (See Encl 1 to Local Notice to Mariners 42 of 1999.)

ALASKA – MARINE WEATHER CHART
November 1999 - Marine Weather Services Chart (MSC) 15, covering the waters of Alaska, has been printed. Cost: $1.25. It includes broadcast schedules of radio stations, National Weather Service office telephone numbers and locations of weather observation sites. It is available from our offices in Riverdale and also from your local authorized NOS chart dealer.

I SPECIAL NOTICES (Cont)

ALASKA – KODIAK ISLAND AND VICINITY – GEOGRAPHICAL CHANGES FROM DECEMBER 6, 1999 EARTHQUAKE

Mariners are urged to use caution while in and around all Kodiak Island coastal waters due to recent possible earthquake induced changes in depths and rock formations. Marine Safety Detachment Kodiak, AK, has received reports of landslides and geographical changes in the area of Middle Cape, Cape Iklolik, Tombstone Rocks and Outer Seal Rock on Kodiak Islands SW side. Other areas may also be effected. The seismic activity may have possibly caused depth changes and new rock formations resulting in closing or altering island passes previously navigable to mariners.

ALASKA - AKUTAN

Trident Seafoods will be moving a large spherical, mooring buoy from Beaver Inlet to Akutan. The mooring buoy will be in position on or about 14 January 2000, in position 57-07.66 N, 165-45W. Trident Seafood's point of contact on this matter is Allen Kimball at (206) 783-3818.

ALASKA – ALEUTIAN CHAIN – ANCHORAGE RESTRICTIONS

For all concerned traffic, there are anchorage restrictions for the Aleutian area. For further information and to get a copy of the Operating Guidelines, you can access the Port of Dutch Harbor website at: arctic.net/~prtdutch."

CAPE HINCHINBROOK-DGPS-OFF AIR

Cape Hinchinbrook DGPS site will be off air for maintenance during the following time period: 1800z to 2000z on 14 March 2000.
Alternate: 1800z to 2000z on 15 March 2000.

COLD BAY-DGPS-OFF AIR

Cold Bay DGPS site will be off air for maintenance during the following time period: 201800z to 210100z March 2000.
Alternate: 211800z to 220100z March 2000.

KENAI-DGPS-OFF AIR

Kenai DGPS site will be off air for maintenance during the following time period: 1800z to 2200z on 23 March 2000.
Alternate: 1800z to 2200z on 24March 2000.

KODIAK-DGPS-OFF AIR

Kodiak DGPS site will be off air for maintenance during the following time period: 261800z to 270130z March 2000.
Alternate: 271800z to 280130z March 2000.

ALASKA - GULF OF ALASKA - BERING SEA - SUBSURFACE MOORINGS

This information is to update the positions of the 1998 NOAA/PMEL/FOCI instrument moorings in the Gulf of Alaska and the Bering Sea FOCI Pollock study. (*This Notice cancels all previously published information found in the Local Notice to Mariners in conjunction with these subsurface instrument moorings*.)

The following is a list of locations and deployment times of subsurface moorings in the Gulf of Alaska and Shelikof Straits:

Subsurface moorings	Location	Depth	Top Float Depth	Moored
Chiniak Bay	57 43.23'N 152 17.42'W	198 meters	185 meters	April 99 to Sept. 99
Pavlof Bay	55 11'N 161 41'W	101 meters	17 meters	May 99 to May 00

Following are the locations and deployment times of surface and subsurface moorings in the Bering Sea:

Surface mooring	Location	Depth	Top Float Depth	Moored
F-99BSM-2	56 48.6'N 163 59.9'W	75 meters	surface	April 99 to Sept. 99

Subsurface moorings	Location	Depth	Top Float Depth	Moored
F-99BSST-2	56 45.90'N 164 20.77'W	74 meters	27 meters	Feb. 99 to Sept. 99
F-99BSST-3	56 03.00'N 166 19.94'W	124 meters	49 meters	Feb. 99 to Sept. 99
F-99BS-4	57 51.12'N 168 52.40'W	73 meters	7 meters	April 99 to April 00
F-99BS-6	53 24.30'N 168 51.20'W	993 meters	140 meters	April 99 to April 00

Five moorings were deployed in April 1999 at the Slime Bank area between Unimak Pass and Bristol Bay. These moorings include one surface and four subsurface instrument moorings.

ALASKA - GULF OF ALASKA - BERING SEA - SUBSURFACE MOORINGS (Cont)

Surface mooring	Location	Depth	Top Float Depth	Moored
F-99IFM-12	55 15.14'N 163? 57.87'W	59 meters surface		April 99 to April 00
Subsurface moorings	Location	Depth	Top Float Depth	Moored
F-99IF-10	57 24.46'N 163? 24.39 'W	53 meters	7 meters	April 99 to Sept. 99
F-99IF-11	55 08.98''N163? 53.88 'W	38 meters	7 meters	April 99 to Sept. 99
F-99IFP-12	55 15.00'N 163? 57.81'W	59 meters	41 meters	April 99 to Sept. 99
F-99IF-13	55 24.69'N 164? 06.76 'W	97 meters	7 meters	April 99 to Sept. 99

One mooring south of Nunivak Island:

Subsurface mooring	Location	Depth	Top Float Depth	Moored
F-IF99-2A	58 33.89'N 168 30.50'W	60 meters	7 meters	April 99 to Sept. 99

Two moorings are deployed in the Bristol Bay CRAB study area at:

Subsurface moorings	Location	Depth	Top Float Depth	Moored
KC99-1	56 25.05'N 160 13.04'W	26 meters	20 meters	April 99 to April 00
KC98-2	56 29.98'N 161 00.01'W	68 meters	60 meters	April 99 to April 00

Two moorings are deployed southeast of St. George Island in the St. George Canyon at:

LOCAL NOTICE TO MARINERS ON THE INTERNET AT **"www.navcen.uscg.mil/lnm/d17"**

I SPECIAL NOTICES (Cont)

ALASKA - GULF OF ALASKA - BERING SEA - SUBSURFACE MOORINGS (Cont)

Subsurface moorings	Location	Depth	Top Float Depth	Moored
F-SG99-1	56 11.39'N 169 21.66'W	597 meters	92 meters	April 99 to Sept. 99
F-SG99-3S	56 28.07N 169 20.00'W	103 meters	95 meters	April 99 to Sept. 99

The 1998 subsurface mooring F-98SG-1 in the Pribilof canyon was parted in the center at some time during the April 98 to April 99 deployment. The top half of this mooring may have been recovered. The instrument data is of value to the Fisheries Oceanographic Program. The missing section of the mooring included two Aandera Current Meters (serial nos. 5988 & 6006), one Seabird Seacat (serial no. 753) and two yellow 28" ORE floats (serial no. 789 & none). If you have any information on this oceanographic instrumentation, please contact me at the following phone number, or leave the instruments with Alaska Ship Supply in Dutch Harbor.

Subsurface moorings	Location	Depth	Top Float Depth	Moored
F-SG98-1	56 10.95'N 169 19.92'W	605 meters	97 meters	April 98 to April 99

(*For additional information, please contact Mr. William Parker at (206) 526-6180, E-mail: parker@pmel.noaa.gov*.)

ALASKA –BEAUFORT SEA– OCEANOGRAPHIC MOORING NOTICE

The Institute of Marine Science of the University of Alaska Fairbanks placed several oceanographic moorings in the Beaufort Sea to collect scientific data. The moorings are in the below positions;

Mooring	Location	Depth	Depth to Top of Instruments
B1	70°54.29'N 146°41.15'W	80 meters	40 meters
BF-S	70°56.94'N 146°35.48'W	500 meters	40 meters
B3	71°00.78'N 146°36.58'W	1200 meters	60 meters
B4	71°07.46'N 146°31.27'W	1700 meters	40 meters
BF-K	71°23.38'N 152°04.72'W	120 meters	40 meters

Mariners are cautioned to avoid these areas when towing submerged equipment.
(For additional information contact Marine Superintendent T. D. Smith at (907)224-5261)

ALASKA - GULF OF ALASKA - INSTRUMENT MOORINGS NOTICE

This information is to update the deployment and positions of the 1998 NOAA/PMEL/ Tsunami instrument moorings in the Gulf of Alaska. The following are the locations and deployment times of surface moorings.

Mooring	Deployed	Recovered	Location
DART01-01		October 1998	52°31.7'N 157°15.6'W
DART145-3	October 1998	October 1999	49°59.1'N 144°45.3'W
NOPP	October 1998	October 1999	50°05.2'N 144°52.7'W

ALASKA - GULF OF ALASKA - INSTRUMENT MOORINGS NOTICE (Cont)

The surface buoy is a orange and white disk, approximately 10 feet in diameter. A marine lantern mounted on the buoy flashes a white light every 20 seconds.
(*For additional information contact LT Hadden at (206)526-6556 or email Hadden@pmel.noaa.gov*)

Mooring	Deployed	Recovered	Location	Depth
DART01-01	July 1998	July 1999	52°31.7'N 157°15.6'W	4500 Meters
DART02-01	July 1998	July 1999	50°04.8'N 145°04.0'W	4200 Meters

The surface buoy is a orange and white disk, approximately 10 feet in diameter. A marine lantern mounted on the buoy flashes a white light every 20 seconds.
(*For additional information contact LT Hadden at (206)526-6556 or email Hadden@pmel.noaa.gov*)

ALASKA – GULF OF ALASKA – OCEANOGRAPHIC MOORING NOTICE

The Institute of Marine Science of the University of Alaska Fairbanks and the Institute of Ocean Sciences of the University of British Columbia have jointly placed three oceanographic moorings in the Gulf of Alaska to collect scientific data.

Mooring	Location	Depth	Depth to Top of Instruments
CS1	59°54.986'N 144°00.024'W	60 meters	24 meters
CS2	59°37.975'N 143°59.985'W	164 meters	33 meters
CS3	59°49.951'N 148°50.013'W	188 meters	55 meters

Mariners are cautioned to avoid these areas when towing submerged equipment.
(For additional information contact Marine Superintendent T. D. Smith at (907)224-5261) ftp://ftp.navcen.uscg.mil.

LOCAL NOTICE TO MARINERS ON THE INTERNET AT **"www.navcen.uscg.mil/lnm/d17"**

I SPECIAL NOTICES (Cont)

ALASKA - CANADIA – ARCTIC OCEAN - INSTRUMENT MOORINGS NOTICE
Several sub-surface oceanographic research moorings containing data recording instrumentation were deployed during the summer of 1999 in Alaskan and Canadian Arctic waters. The Canadian Coast Guard icebreaker, Sir Wilfred Laurier, is to recover the moorings during the summer of 1999 depending on weather and ice conditions. The moorings are part of a joint, international research project involving the Japan Marine Science and Technology Center, the University of Alaska Fairbanks, the University of Washington and the Institute of Ocean Sciences, Sidney BC Canada. Mariners towing submerged equipment should avoid the areas listed below:

Mooring	Position	Bottom Depth
AGJ-99 (Amundsen Gulf)	71°33.74'N 130°33.47'W	260m
MBJ-99 (Mackenzie Bay)	70°00.16'N 138°27.78'W	260m
CBE-99 (Chukchi)	71°44.92'N 155°04.20'W	272m
B4-98	71°07.46'N 146°31.27'W	

The topmost part of each mooring is at ~40m depth.

(For additional information contact John Smithhisler, SciTek Logistics, at (907) 561-9344l sciteklog@aol.com

II DISCREPANCIES – DISCREPANCIES CORRECTED

WARNING: Mariners are cautioned that portions of destroyed structures may remain visible or may be submerged.

Abbreviations normally used in the Local Notice to Mariners are as follows:
LNM – Local Notice to Mariners
TLB – Temporary Lighted Buoy
TDBN – Temporary Daybeacon
BNM – Broadcast Notice to Mariners
TRLB – Temporarily Replaced by Lighted Buoy
TRUB – Temporarily Replaced by Unlighted Buoy
TUB – Temporary Unlighted Buoy

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DISCREPANCIES

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
22102	Hub Rock Light	Destroyed	17435	027/00	08/00

DISCREPANCIES/PRIVATE AIDS

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
NONE					

DISCREPANCIES CORRECTED

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
24095	Freshwater Bay Daybeacon 5	Disestablished	17300	041/00	07/00

III TEMPORARY CHANGES – TEMPORARY CHANGES CORRECTED

TEMPORARY CHANGES

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
23800	Gibby Rock Light 2	TRLB	17315	025/00	08/00
25695	Tatitlek Narrows Daybeacon "8"	TRUB	16708	044/99	05/99
26250	Anchor Point Light	FL W 5s 12M	16645	437/96	30/97

TEMPORARY CHANGES CORRECTED

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
NONE					

LOCAL NOTICE TO MARINERS ON THE INTERNET AT **"www.navcen.uscg.mil/lnm/d17"**

IV CHART CORRECTIONS

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. The example below explains the individual elements of a typical correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners #	Chart Datum	Source of Correction	Current Local Notice to Mariners
*16682	13th Ed.	02/10/90	Last LNM 34/95	NAD 83	(CCGD17)	05/97

AK - Kenai Peninsula - Cape Resurrection to Two Arm Bay (Inset)

Change: depth legend to: Reported dredged 55ft 1995 60°07'00.0"N 149°25'43.0"W

Corrective action **Object of corrective action** **Position**

A chart number preceded by an asterisk **(*)** indicates this is the largest scale chart on which the correction appears. The word **(temp)** below the chart number indicates the chart correction is temporary in nature.

The letter **(M)** immediately following the chart number indicates the correction should be applied to the metric side of the chart only, and is not part of the chart number.

Positions given for chart corrections will be in the datum referenced by the current edition for that chart.

16608 3rd 01/08/00 **NEW EDITION 16BCO16608 NAD 83** (NOS Silver Spring, MD) 09/00
AK – Shelikof Strait - Cape Douglas to Nukshak 1:80,000/LORAN-C/$16.50
(New edition due to various general changes)

16660 27th Ed 4/19/97 Last LNM 43/99 **NAD 83** (NOS NW-2384) 09/00
AK - South Coast - Cook Inlet - Northern Part
Change: Pipeline Area boundaries to include the following areas

from	60°44'04.8"N 151°21'59.8"W
to	60°44'23.0"N 151°22'49.0"W
to	60°44'25.5"N 151°30'38.0"W
and from	60°44'00.7"N 151°31'06.5"W
to	60°45'14.5"N 151°30'51.2"W
to	60°45'38.5"N 151°30'32.2"W
and from	60°45'32.0"N 151°30'13.3"W
to	60°46'18.5"N 151°29'50.8"W
to	60°47'29.0"N 151°29'25.7"W
and from	60°47'47.2"N 151°29'42.1"W
to	60°47'39.7"N 151°29'08.1"W
to	60°47'21.6"N 151°28'11.5"W
to	60°47'01.1"N 151°26'44.2"W
to	60°46'49.8"N 151°26'19.1"W
to	60°46'35.6"N 151°25'15.9"W
to	60°46'05.2"N 151°23'34.9"W
to	60°45'53.7"N 151°23'15.9"W

16662 5th Ed.07/05/97 Last LNM 43/99 **NAD 83** (NOS NW-2384) 09/00
AK - South Coast - Cook Inlet - Kalgin Island to North Foreland
Change: Pipeline Area boundaries to include the following areas

from	60°44'04.8"N 151°21'59.8"W
to	60°44'23.0"N 151°22'49.0"W
to	60°44'25.5"N 151°30'38.0"W
and from	60°44'00.7"N 151°31'06.5"W
to	60°45'14.5"N 151°30'51.2"W
to	60°45'38.5"N 151°30'32.2"W
and from	60°45'32.0"N 151°30'13.3"W
to	60°46'18.5"N 151°29'50.8"W
to	60°47'29.0"N 151°29'25.7"W
and from	60°47'47.2"N 151°29'42.1"W
to	60°47'39.7"N 151°29'08.1"W
to	60°47'21.6"N 151°28'11.5"W
to	60°47'01.1"N 151°26'44.2"W
to	60°46'49.8"N 151°26'19.1"W
to	60°46'35.6"N 151°25'15.9"W
to	60°46'05.2"N 151°23'34.9"W
to	60°45'53.7"N 151°23'15.9"W

IV CHART CORRECTIONS (Cont)

16663 5th Ed. 7/12/97 Last LNM: 30/99 **NAD 83** (NOS NW-2384) 09/00
AK - South Coast - Cook Inlet - East Foreland to Anchorage
Change: Pipeline Area boundaries to include the following areas

from	60°44'04.8"N 151°21'59.8"W
to	60°44'23.0"N 151°22'49.0"W
to	60°44'25.5"N 151°30'38.0"W
and from	60°44'00.7"N 151°31'06.5"W
to	60°45'14.5"N 151°30'51.2"W
to	60°45'38.5"N 151°30'32.2"W
and from	60°45'32.0"N 151°30'13.3"W
to	60°46'18.5"N 151°29'50.8"W
to	60°47'29.0"N 151°29'25.7"W
and from	60°47'47.2"N 151°29'42.1"W
to	60°47'39.7"N 151°29'08.1"W
to	60°47'21.6"N 151°28'11.5"W
to	60°47'01.1"N 151°26'44.2"W
to	60°46'49.8"N 151°26'19.1"W
to	60°46'35.6"N 151°25'15.9"W
to	60°46'05.2"N 151°23'34.9"W
to	60°45'53.7"N 151°23'15.9"W

16701 17th Ed. 07/25/98 Last LNM 08/00 **NAD 83** (NOS NW-2901) 09/00
AK - Prince William Sound - Western Entrance
Add: soundings

	8 fathom	at	60°21'41.6"N 147°53'13.6"W
	5 fathom	at	60°21'12.8"N 147°53'16.7"W
	4 fathom	at	60°21'05.5"N 147°50'21.9"W
	9 fathom	at	60°21'00.2"N 147°50'52.8"W
	7 fathom	at	60°20'54.8"N 147°51'02.7"W
	4 fathom	at	60°20'53.6"N 147°53'54.8"W
	2 ¾ fathom	at	60°20'48.6"N 147°49'50.3"W
	2 ¼ fathom	at	60°24'54.0"N 147°50'47.8"W
	3 ¼ fathom	at	60°24'44.9"N 147°50'32.5"W
	8 fathom	at	60°23'21.9"N 147°48'25.0"W
	9 fathom	at	60°23'11.0"N 147°48'26.2"W
	5 ¼ fathom	at	60°23'11.0"N 147°48'00.9"W
	8 fathom	at	60°20'27.8"N 147°13'29.5"W
	¾ fathom	at	60°18'56.8"N 147°10'54.1"W
	1 fathom	at	60°18'35.0"N 147°10'59.4"W
	1 ¾ fathom	at	60°18'33.5"N 147°10'23.4"W
add:	rock awash symbol with danger curve	at	60°25'28.8"N 147°49'52.4"W
	submerged rock symbol	at	60°24'08.5"N 147°51'35.3"W
	rock awash symbol	at	60°23'58.3"N 147°51'11.6"W
	submerged rock symbol	at	60°23'17.3"N 147°51'48.4"W
	rock awash	at	60°17'31.7"N 147°14'07.9"W
substitute:	3 fathom sounding for 4 ½ fathom	at	60°21'27.3"N 147°53'14.4"W
	rock uncovers symbol for 9 fathom sounding	at	60°25'16.6"N 147°50'02.1"W

16709 21st Ed. 06/29/96 Last LNM: 08/00 **NAD 83** (H 10918) 09/00
AK - Prince William Sound - eastern entrance
Add:

	8 fathom	at	60°20'27.8"N 147°13'29.5"W
	¾ fathom	at	60°18'56.8"N 147°10'54.1"W
	1 fathom	at	60°18'35.0"N 147°10'59.4"W
	1 ¾ fathom	at	60°18'33.5"N 147°10'23.4"W
	rock awash	at	60°17'31.7"N 147°14'07.9"W

17338 13st Ed 12/25/99 **NEW EDITION 17XHA17338** **NAD 83** (NOS Silver Spring, MD) 09/00
AK-Peril Strait-Hoonah Sound to Chatham Strait 1:40,000/$16.50
(New edition due to various general changes)

V ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION

The Coast Guard is planning to establish Pond Bay Coast Guard Mooring Buoy (LLNR 24333) approximately nine nautical miles north of Dixon Entrance, in approximate position 54º 48.557'N, 132º 46.438'W. Additionally, the Coast Guard is planning to relocate Stone Rock Bay Coast Guard Mooring Buoy (LLNR 21841) approximately 600 yards south of its present location in southwestern Clarence Strait, to an approximate position of 54º 45.364N, 132º 00.429'W. Those wishing to provide comments may contact Lieutenant junior grade John Humpage at (907) 463-2270, fax (907) 463-2273, or email "jhumpage@cgalaska.uscg.mil", no later than February 29, 2000.

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of Prince William Sound. The study focuses on the area's aids to navigation, port/harbor resources, capabilities and future development projects. Any interested company or individual wishing to provide comments or participate in a user survey should contact:

Commanding Officer
USCGC Sweetbrier (WLB 405)
Cordova, AK 99574
Attn: prince William Sound WAMS Officer
(907)424-3434

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of Kodiak Harbor and King Cove. The study focuses on the areas, aids to navigation, port/harbor resources, capabilities and future development projects. Any interested company or individual wishing to provide comments or participate in a user survey, should contact:

Commanding Officer
USCGC FIREBUSH (WLB 393)
PO Box 190653
Kodiak, AK 99619-0653
Attn: WAMS Officer
(907) 487-5830

The Coast Guard is planning to move St. Herman Harbor DBN 7 approximately 50 feet southeast of its present location into about 25 feet of water. The Coast Guard wishes to move this aid to improve navigational safety for the numerous vessels that transit St. Herman Harbor. Anyone wishing to provide comments may contact Lieutenant junior grade John Humpage at (907) 463-2270, fax (907) 463-2273, or email "jhumpage@cgalaska.uscg.mil".

VI PROPOSED CHANGES TO AIDS TO NAVIGATION

NONE

VII GENERAL

ALASKA - KAKE – PORTAGE COVE CONSTRUCTION (56-57N 133-55W)

Construction of 1200 foot long rock breakwater is continuing to the north of the existing small boat harbor. The construction area should be avoided at all times. Mariners be advised of construction equipment in the area on anchor wires, do not approach. The anchor buoys are painted yellow and have reflective markings. Shoaling will occur shoreward (North) of the entrance buoy # 13 directly adjacent to the existing harbor. Do not transit north of the buoy as large rocks are placed in the vicinity daily and may not be visible. Please do not anchor or set pots in the path of the barges and tug between the project site and the loading dock SE of the harbor. Be aware of yellow painted steel anchor buoys in the area Mariners are advised to exercise extreme caution when operating near Kake Harbor from July 1998 through July 2001. For more information contact Kake Tribal Logging and Timber at (907)785-3716, or (907) 785-3380, or Corps. Of Engineers Project Office at (907) 785-3375.

ALASKA – KING COVE – HARBOR CONSTRUCTION

Red Samm Construction, Inc will be starting the construction of a new harbor in King Cove, Alaska on the 15th of June, 1999. The new harbor is located 2000ft to the south of the existing harbor. Red Samm will have the work barge "Susitna" anchored in the vicinity of the new harbor for placement of rock. A rock barge will be moored along side the "Susitna". Rock will be dumped in place using a crane onboard the "Susitna". When the rock barge is emptied, it will be tied to an anchor buoy. Red Samm will be placing a 18,000lb barge mooring out of the way of general harbor traffic. The mooring will be marked with a 4' diameter white buoy with a flashing light. The tug "Gale Wind" will be hauling the rock barges to and from King Cove. Rock placement should be completed by the end of September 1999. Work on the project will cease until Spring 2000.

MARINE EVENT

Alaska-Southeast-waters in and around Wrangell, AK. The Wrangell chamber of commerce will be conducting their annual king salmon derby from May 13, 2000 to June 11, 2000. There will be a estimated 1000 vessels participating in the event, ranging from 16 feet to 60 feet in length. All vessels are urged to exercise caution while transiting the area.

VIII LIGHT LIST CORRECTIONS

NONE

IX ADDITIONAL ENCLOSURES

NONE		

J. T. Potdevin
Chief, Aids to Navigation Branch
Seventeenth Coast Guard District